

Markus Gilch, et al  
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Amdt. dated September 21, 2005  
Reply to Office Action of 06/14/05

AMENDMENTS TO THE CLAIMS

Original claims 1-15 were canceled and new claims 16-30 were substituted in the Preliminary Amendment filed March 19, 2004.

Please cancel claims 17, 22, 28, 29 and 30 without prejudice or disclaimer of the subject matter therein, and amend claims 16, 18, 20, 21 and 27, as set forth in the following listing of the claims.

Claims 1-15 (cancelled)

16. (currently amended) A method for controlling an air-conditioning system for a motor vehicle, comprising the steps of:

measuring (10) with an air mass flow rate sensor (28) the actual value of mass of air (26) flowing into the air-conditioning system (22); and

actuating (14-20) a means for increasing and/or decreasing the airflow ~~are actuated (14-20)~~, in order to adjust the actual value to a setpoint value for the entering airflow rate[[]];

composing the air mass flow into the  
air-conditioning system of a recirculated airflow (30) and an  
external airflow (32); and

setting a proportion of the recirculated  
airflow and the external airflow by means of a recirculation flap  
(34).

17. (cancelled)

18. (currently amended) The method as  
claimed in claim ~~[[17]]~~ 16, wherein ~~there is~~ upon the occurrence  
of an excessively low air mass flow into the air-conditioning  
system (22), ~~[[and]]~~ the recirculated airflow (30) and/or  
external airflow (32) are increased.

19. (previously presented) The method as  
claimed in claim 18, further wherein a fan, which is connectable  
into circuit for an increased air mass flow, is provided in an  
inlet duct for the external airflow (32).

20. (currently amended) The method as  
claimed in claim 18, wherein ~~[[an]]~~ the adjustable flap (34),  
which is adjustable in accordance with the required airflow rate,  
is provided in an inlet duct for the external airflow (32).

21. (currently amended) The method as claimed in claim 16, wherein the air mass flow to the air-conditioning system (22) is controlled independently of speed of the vehicle.

22. (canceled)

23. (previously presented) The method as claimed in claim 16, wherein characteristic variables of the inflowing air mass flow rate are measured in the air mass flow (26) to the air-conditioning system (22).

24. (previously presented) The method as claimed in claim 23, further comprising the steps of measuring temperature and/or relative humidity in the air mass flow to the air-conditioning system.

25. (previously presented) The method as claimed in claim 16, wherein one or more sensors (28), which each respond to a gas or a mixture of gases, are provided in the airflow (26) to the air-conditioning system (22).

26. (previously presented) The method as claimed in claim 25, wherein the sensors (28) respond to exhaust gas in the flow (26) to the air-conditioning system (22), and the

proportion of external air (32) is reduced by actuating the flap (34).

27. (currently amended) A device for an air-conditioning system, comprising:

a suction element[[,]] via which at least one airflow is fed to the air-conditioning system, the suction element having an inflow line for recirculated air and a further inflow line for external air, the suction element further comprising a diverter flap which sets a proportion of external air and recirculated air in the suction element to the air-conditioning system; and

an air mass flow rate sensor in the suction element that measures the rate of mass of airflow from both of the recirculated air and the external air one or more airflows which enter the air-conditioning system via the suction element, wherein the air mass flow rate sensor is located downstream of the diverter flap and upstream of the air-conditioning system.

28. (cancelled)

29. (cancelled)

30. (cancelled)